

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no ☒ X

Property Name: Camden Yards Viaducts Inventory Number: B-2919;-2943  
Address: Hamburg Street and Ostend Streets between Sharp City: Baltimore Zip Code: 21230  
County: Baltimore City USGS Topographic Map: Baltimore East  
Owner: SHA Is the property being evaluated a district? yes  
Tax Parcel Number: \_\_\_\_\_ Tax Map Number: 23 Tax Account ID Number: \_\_\_\_\_  
Project: MagLev Agency: MTA  
Site visit by MHT staff: ☒ X no \_\_\_\_\_ yes \_\_\_\_\_ Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property is located within a historic district? \_\_\_\_\_ yes ☒ X no

If the property is within a district District Inventory Number: \_\_\_\_\_  
NR-listed district \_\_\_\_\_ yes Eligible district \_\_\_\_\_ yes Name of District: \_\_\_\_\_  
Preparer's Recommendation: Contributing resource \_\_\_\_\_ yes \_\_\_\_\_ no Non-contributing but eligible in another context \_\_\_\_\_ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible \_\_\_\_\_ yes ☒ X no

Criteria: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F ☒ X G \_\_\_\_\_ None

Documentation on the property/district is presented in: B-2919 and -2943 MHT forms, 1977; ~~B-4284~~ MHT memo dated April 8, 1977 from the National Park Service

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Ostend Street Viaduct and the Hamburg Street Viaduct were originally constructed in the early 20th century in response to a city mandate to eliminate at-grade crossings of streets and rail lines.

Both of the viaducts were completely replaced with multigirder bridges in the early 1990s, contemporary to the construction of the two stadium complexes. Previously listed in the historic bridge survey as eligible, these two bridges have been removed from the inventory into the "Deleted" folder, as they no longer retain sufficient integrity and significance to be considered eligible.

Other MHT numbers located during research concerning these bridges are as follows:

B-2943: Ostend Street Viaduct, BC 9991

B-2919 B-2943: Hamburg St Viaduct, BC 9990

~~B-4284~~: Memo concerning both viaducts - DOE Notification NR-Camden Yard Viaducts - See B-2919/2943

~~B-4590~~: Hamburg Street viaduct as labeled as the "Mildred Moon Memorial Bridge" as dedicated in 1993 with SHA number BC9990 B-2919

~~B-4591~~ BC9991: Ostend Street viaduct, deleted form not available B-2943

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒ X

Criteria: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F \_\_\_\_\_ G \_\_\_\_\_ None

MHT Comments

Andrew Lunn ✓  
Reviewer, Office of Preservation Services

Patrick  
Reviewer, NR Program

07/12/02  
Date  
7/28/02  
Date

NR-ELIGIBILITY REVIEW FORM

B-2919; B-2943

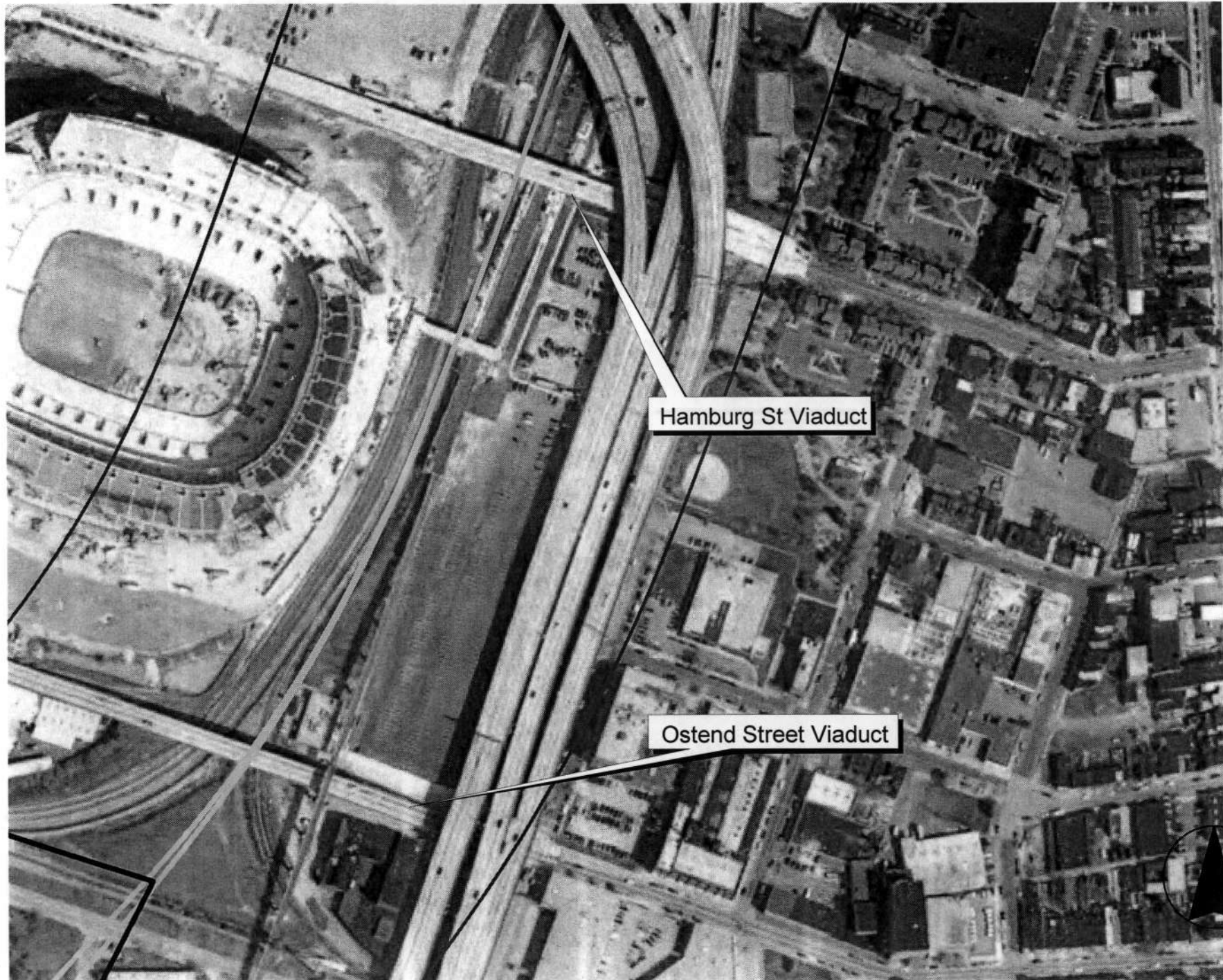
Camden Yards Viaducts

Page 2

Prepared by: Brian Michael Lione, EACA

Date Prepared: 5/20/2002

# Camden Yards Viaducts - not eligible



B-2910-2943





Name: BALTIMORE EAST  
 Date: 5/21/2002  
 Scale: 1 inch equals 1333 feet

Location: 039° 16' 37.5" N 076° 37' 12.6" W  
 Caption: Camden Yards Viaducts - Hamburg St. B-2919 and Ostend  
 St. B-2943- not eligible  
 Baltimore East Quad



B-2919

~~Hamburg~~ Street Viaduct  
Baltimore City, MD

B. Lione

5/20/2002

MDSHPO

1/1

2  
REF

# E.O. 11593

B-2919  
~~B-4284~~  
B-2943

DETERMINATION OF ELIGIBILITY NOTIFICATION  
NATIONAL REGISTER OF HISTORIC PLACES  
OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
NATIONAL PARK SERVICE

Request submitted by: Emil Elinsky - Federal Highway Administration

Date request received: January 12, 1977

Name of property: Camden Yard Viaducts State: Maryland

Location: Baltimore

Opinion of the State Historic Preservation Officer:

☒ Eligible    ☐ Not eligible    ☐ No response

Comments:

The Secretary of the Interior has determined that this property is:

☐ Eligible    Applicable criteria:

Comments:

☒ Not eligible

Comments: Although the viaducts provide an important link between Baltimore neighborhoods separated by the B & O Railroad tracks, the viaducts themselves do not seem to have sufficient engineering or historical significance to merit inclusion in the National Register.

☐ Documentation insufficient (see accompanying sheet explaining additional materials required)

/s/ Rex L. Wilson

Acting Chief, Office of Archeology and  
Historic Preservation

Date: APR 8 1977



# United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

I-395  
file  
FYI MKG  
nm  
B-2919

IN REPLY REFER TO:

H34-880

APR 8 1977

Mr. Emil Elinsky  
Division Administrator  
Department of Transportation  
Federal Highway Administration  
The Rotunda, Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

Dear Mr. Elinsky:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the implementation of Executive Order 11593.

Sincerely yours,

*Jerry L. Rogers*  
Jerry L. Rogers  
Chief, Office of Archeology  
and Historic Preservation

Enclosure (s)

RECEIVED  
APR 13 1977  
MARYLAND HISTORICAL  
TRUST



B-2919  
B-2943

cc: Mr. John Pearce  
John Shaw House  
21 State Circle  
Annapolis, Maryland 21401

Mr. Robert Crecco  
Office of Environmental Affairs  
Department of Transportation  
Washington, D.C. 20590

Mr. Kenneth Anderson - HEV-22  
Federal Highway Administration  
Department of Transportation  
Washington, D.C. 20590

Advisory Council on Historic  
Preservation  
1522 K Street NW., Suite 430  
Washington, D.C. 20005



U. S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

B-2919  
B-2943

REGION THREE

The Rotunda - Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211

January 5, 1977

IN REPLY REFER TO:

FAP I-395-8(3); SHA BC-255-2-815  
FAP M-5820(4); BC-231-9-815  
City Boulevard/Interstate 395 Highway  
Corridor - Determination of Eligibility  
for the National Register of Historic Places

Director, Office of Archeology and  
Historic Preservation  
National Park Service  
U.S. Department of the Interior  
Washington, D.C. 20240

Dear Sir:

We are requesting an opinion from the Secretary of the Interior in accordance with provisions of 36 CFR, Part 800 (Advisory Council of Historic Preservation Procedures for the Protection of Historic and Cultural Properties), respecting the eligibility of two (2) historic properties. The two industrial properties are the Baltimore Belt Railroad (Howard Street Tunnel and Belt Railroad Powerhouse) and the Camden Yard Viaducts (Hamburg Street, Lee Street, and Ostend Street Viaducts).

We made reference to these two properties in our letter to you dated December 13, 1976, which transmitted the remaining eight (8) residential/institutional properties identified in the project corridor. These two (2) industrial properties and the previous eight (8) residential/institutional properties constitute all the properties in the project corridor which require a determination of eligibility for the National Register of Historic Places.

The aforementioned properties are affected by the project proposed by the Interstate Division for Baltimore City, Maryland State Highway Administration, in conjunction with the Federal Highway Administration and identified as the City/Boulevard/Interstate 395 Highway Corridor.

-more-

B-2919  
B-2943

2.

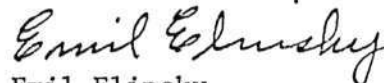
This project is located in Baltimore City and consists of construction of the City Boulevard from Eutaw Street to Battery Avenue and Interstate 395 from its interchange with the City Boulevard to Ostend Street.

The known historical sites and districts affected by this proposal have been identified through the environmental process and are discussed in the City Boulevard/I-395 Draft Environmental Impact/4(f) Statement (FHWA-MD-EIS-74-05-D) November 1974; the City Boulevard Draft Environmental Impact Statement (FHWA-MD-EIS-71-15-16-D-S) December 1974; the City Boulevard Draft Environmental Impact Statement (Supplement) (FHWA-MD-EIS-71-15-16-DS-S) March 1975, and the City Boulevard Draft Environmental Impact Statement Supplement (FHWA-MD-EIS-74-05-D-S and FHWA-MD-EIS-71-15-16-DS-S).

At the present time, the Draft Environmental Impact Statement Supplement is being circulated for the City Boulevard/Interstate 395 Corridor. Your assistance and cooperation in resolving the historic site involvement in a timely manner will be appreciated.

The completed National Register nomination forms, accompanying maps and photographs, and the opinion of the Maryland State Historic Preservation Officer on the eligibility of the sites are enclosed. If you need additional information, please contact our office.

Sincerely yours,



Emil Elinsky  
Division Administrator

Enclosure(s)

**MHT Number B-4590**

**Name and SHA No.** BC 9990 Mildred Moon Memorial Bridge

**Location:**

**Street/Road Name and Number:** Hamburg Street over Chessie System

**City/Town:** Baltimore      **Vicinity** \_\_\_\_\_

**County:** \_\_\_\_\_

**Ownership:**      State      County X Municipal      Other

**This bridge projects over:** Road ☒ Railway ☐ Water ☐ Land ☐

**Is the bridge located within a designated district:** yes **X** no

**NR listed district   NR determined eligible district**

locally designated other

Name of District \_\_\_\_\_

**Bridge Type:**

## Timber Bridge

Beam Bridge Truss-Covered Trestle

## Timber-and-Concrete

## Stone Arch

## Metal Truss

## Movable Bridge

## Swing

Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

### X Metal Girder

X Rolled Girder  Rolled Girder Concrete Encased

## Plate Girder      Plate Girder Concrete Encased

## Metal Suspension

## Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name \_\_\_\_\_

### **Description:**

#### **Describe Setting:**

Bridge Number BC9990 carries Hamburg Street in a generally east-west direction over the Chessie System tracks in the City of Baltimore, Maryland. The approach to the roadway is rising and has two lanes. The area around this bridge is urban and developed. There are few structures in the immediate vicinity of this bridge other than new parking lots.

#### **Describe Superstructure and Substructure:**

Bridge number BC9990 is a four span structure, measuring 433 feet in total length. Bridge BC9990 is a steel rolled I-beam bridge. The roadway width from curb to curb is thirty feet and the total deck width is 44.8 feet. There are sidewalks on both sides of the bridge and the width of each is three feet.

The superstructure is composed of a continuous steel stringer and rolled I-beam system. There are four spans in the main bridge unit and no approach units. The longest span is 115 feet long. There are five stringers in the structure. The stringer spacing averages nine feet. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are two rectangular concrete parapets. There is little ornamentation. There is a historical plaque that reads: "Mildred Moon Memorial Bridge...Dedicated April 8, 1993".

The substructure is composed of concrete semi-cantilever abutments. The piers and columns are also concrete. There is no ornamentation. There are no historical plaques. The condition of this bridge is currently rated in very good condition.

#### **Discuss Major Alterations:**

There have been no major alterations to this structure.

### **History:**

**When Built:** 1993

**Why Built:** Increased traffic density necessitated a structure with an increased load capacity.

**Who Built:** State Roads Commission

**Why Altered:**

**Was this bridge built as part of an organized bridge building campaign:**



**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

- ☐ A Events    ☐ Person  
☐ C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:**

Yes. This bridge was built in response to the need for a more efficient transportation network in the downtown Baltimore area.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

Yes. Bridge BC9990 had a significant impact on the Camden Yards area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC9990 would have been a significant part of this development. The neighborhoods of South Baltimore would have all been directly impacted.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?**

No. This area has had its historic and visual character completely altered with the construction of parking lots and highways.

**Is the bridge a significant example of its type?**

No. This bridge is a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

No. Bridge Number BC9990 does not retain important elements of its historical structural integrity.

**Should this bridge be given further study before significance analysis is made and Why?**

No. This bridge does not retain sufficiently old elements of historical structural integrity to qualify for more study.

**Bibliography:**

Baltimore City Inspection and Bridge Files. Baltimore, Maryland.

Baltimore City Chief Engineer

1900-15 Annual Report of the Chief Engineer. Baltimore, Maryland.

Baltimore City Highways Engineer

1917-24 Annual Report of the Highways Engineer. Baltimore, Maryland.

Hopkins, G.M.

1977 Atlas of Baltimore, Maryland. Philadelphia, Pennsylvania.

Maryland Department of Transportation

1976 Bicentennial Byways: A Series of Articles on the Maryland Roads. Baltimore, Maryland.

Maryland Historic Trust

1970-95 Historic Resources Survey Form Files. Maryland Historical Trust Library. Crownsville, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context. Baltimore, Maryland.

State Highway Administration

1993 Bridge Inventory. Baltimore, Maryland.

U.S. Department of the Interior

1990 National Register Bulletin Number 15. National Park Service. Washington D.C.

U.S. Department of Transportation

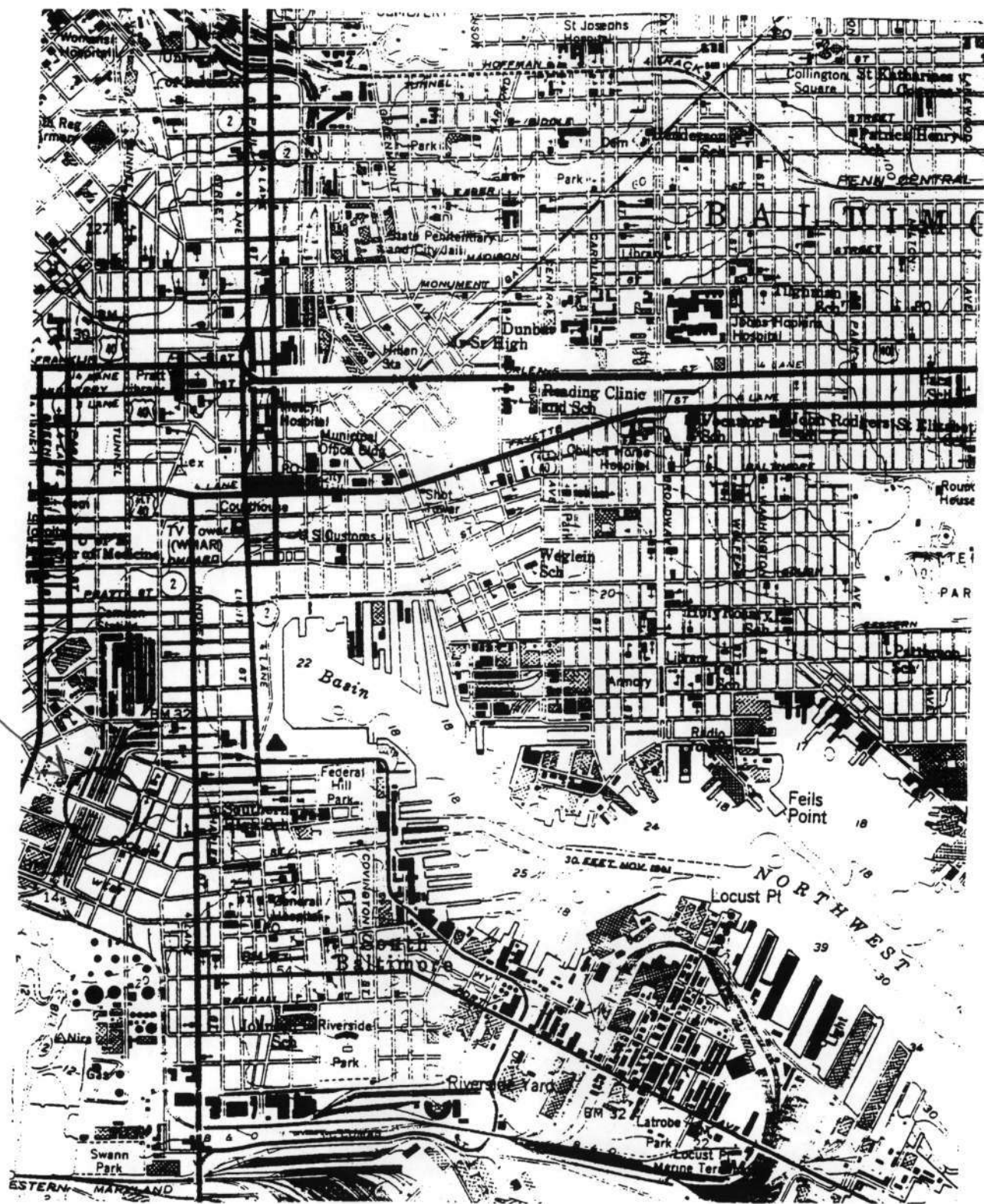
1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

**Surveyor:**

**Name:** Andrew M. Watts **Date:** March 1996

**Organization:** State Highway Administration **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road, Brooklandville, MD 21022



Location of Bridge Number BC9990 on the Baltimore East 1974 USGS 7.5 Quadrangle.

MARYLAND HISTORICAL TRUST

B-2919  
MAG#042919512014  
SLIDE #6

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Hamburg Street Viaduct

**2 LOCATION**

STREET & NUMBER

Hamburg Street between Sharp and Warner Streets

CITY, TOWN

Baltimore

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

**3 CLASSIFICATION**

**CATEGORY**

☐ DISTRICT  
☐ BUILDING(S)  
☒ STRUCTURE  
☐ SITE  
☐ OBJECT

**OWNERSHIP**

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH  
**PUBLIC ACQUISITION**  
☐ IN PROCESS  
☐ BEING CONSIDERED

**STATUS**

☐ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
**ACCESSIBLE**  
☐ YES: RESTRICTED  
☒ YES: UNRESTRICTED  
☐ NO

**PRESENT USE**

☐ AGRICULTURE  
☐ COMMERCIAL  
☐ EDUCATIONAL  
☐ ENTERTAINMENT  
☐ GOVERNMENT  
☐ INDUSTRIAL  
☐ MILITARY  
☐ MUSEUM  
☐ PARK  
☐ PRIVATE RESIDENCE  
☐ RELIGIOUS  
☐ SCIENTIFIC  
☒ TRANSPORTATION  
☐ OTHER

**4 OWNER OF PROPERTY**

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Records Office Room 601

Liber #:

Folio #:

STREET & NUMBER

Baltimore City Courthouse

CITY, TOWN

Baltimore

STATE

Maryland 21202

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

City of Baltimore Neighborhood Survey

DATE

1977

☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Commission for Historic and Architectural Preservation

CITY, TOWN

Baltimore

STATE

Maryland 21202

B-2919

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

(See Ostend Street Viaduct) #38

The construction details of the Hamburg Street Viaduct are nearly identical to those of the Ostend Street Viaduct. The Hamburg Street construction is a seven pier span rather than a six pier span however.

Iron columns and trusses built to carry wires, rise above the viaduct at the first and fifth piers west of the eastern approach. A stairway constructed of iron runs north to the viaduct from the eastern Howard Street sidewalk, perpendicular to the span. The long, high stairway is supported on a series of boxed lattice trusses.



B-2919

**8 SIGNIFICANCE**

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES      1913

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

(See Ostend Street Viaduct)

The Hamburg Street Viaduct was completed in 1913, some time before the Ostend Street Viaduct. The City Engineer's Department, which supervised viaduct construction, was so proud of its accomplishment that a scale model of the Hamburg Street Viaduct appeared on their horse drawn float in the 1914 Star Spangled Banner Centennial Parade. An illustrated commemorative postcard of the event survives in a notebook in the Baltimore Department of Legislative Reference, Star Spangled Banner Centennial, September 7-12, 1914. (SEE APPENDIX (3)).

CONTINUE ON SEPARATE SHEET IF NECESSARY

B-2919

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

### VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

## 11 FORM PREPARED BY

NAME / TITLE

Mr. Bill Pencek, Planning Assistant

ORGANIZATION

Commission for Historic and Architectural Pres.

DATE

1977

STREET & NUMBER

100 N. Holliday Street

TELEPHONE

396-4866

CITY OR TOWN

Baltimore

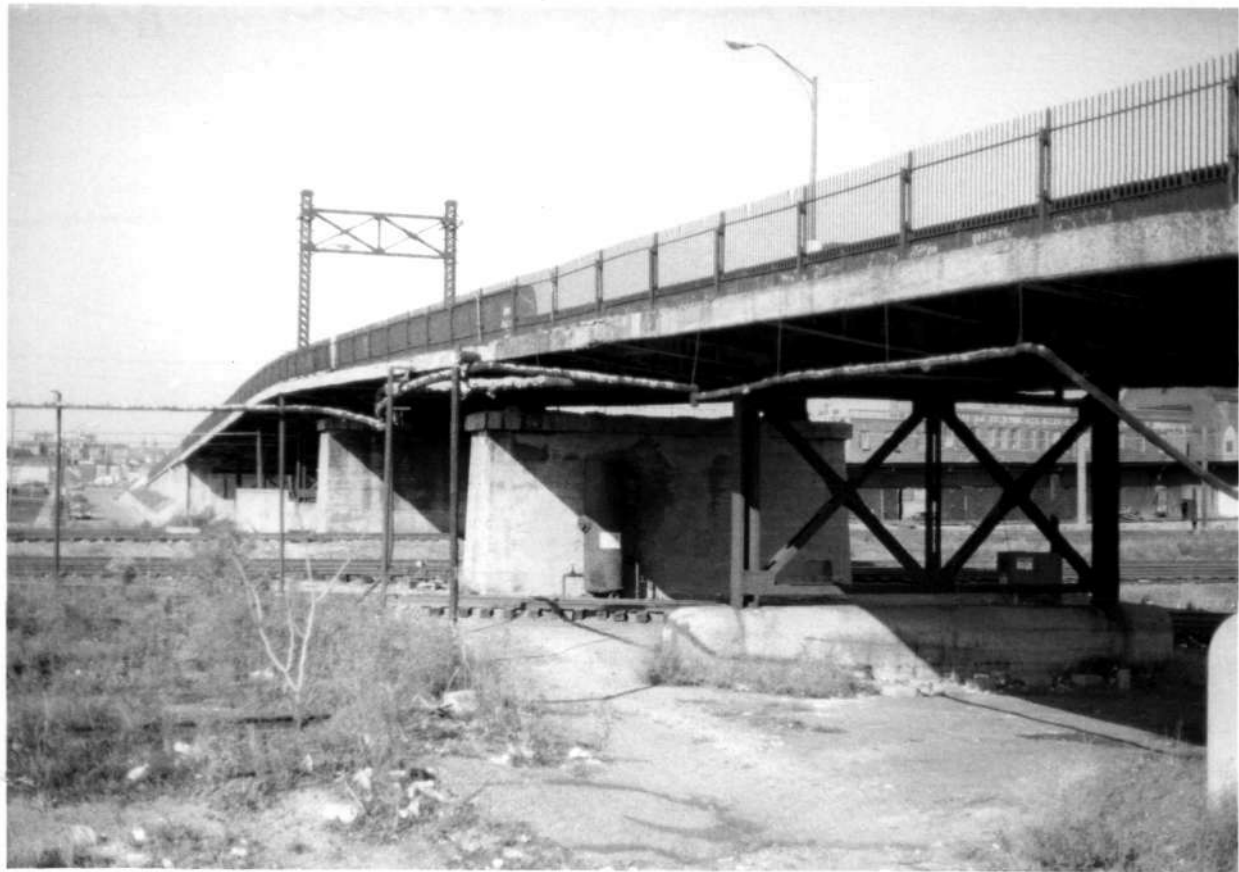
STATE

Maryland 21202

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



HAMBURG STREET VIADUCT B-2919





HAMBURG STREET VIADUCT B-2919

HOWARD STREET STAIRWAY